



THE HIGHWAY



VOLUME 5 — NO. 3

TRENTON, NEW JERSEY

OCTOBER, 1946

COLONEL GRAY TAKES OFFICE



On October 1, Colonel Alexander P. Gray assumed his duties as Executive Assistant to Commissioner Miller, with offices in the State House Annex. Perhaps the most important phase of this work will be the handling of personnel matters and in this Colonel Gray will maintain the "open door" policy of the Commissioner in his dealings with Highway employees. The above photo was taken shortly after the new Executive Assistant joined the Department.

Damaged Bridge Carries Traffic Twenty-nine Days After Failure

Timber Structure Spans Sunken Portion of Route 35 Bridge Over Manasquan River

The Route 35 bridge over the Manasquan River between Brielle and Point Pleasant is once again carrying its full quota of seashore traffic after staging a spectacular come-back following the dramatic accident that received national prominence.

This record recovery is a tribute to the fine teamwork of our Bridge and Maintenance Divisions and to the efficiency and experience of the men who performed the work.

After teredos and limnoria had destroyed the piling under one of the river piers, allowing the bridge to sink many feet at this location, the Highway Department was confronted with the problem of putting the bridge back in service in the shortest possible time.

At first it was considered economical to construct a timber structure which would be supported by the sunken portions of the bridge. Further investigation, however, disclosed that it was entirely possible that further settlement might take place so this idea was abandoned and a decision was reached to cut holes in the reinforced concrete deck of the damaged spans and through these holes drive piles upon which the temporary timber structure would rest.

The entire job was completed within a period of 29 calendar days after the failure. In the words of Commander Charles M. Noble, "The energy, good judgment, organization teamwork, untiring devotion to duty, and will to do in the face of all obstacles, which accomplished this job in record time, are in the best traditions of the New Jersey State Highway Department."

The work was under the supervision of Alexander W. Muir, Superintendent of Maintenance, and Morris Goodkind, Bridge Engineer, who interrupted a vacation in nearby Asbury Park to play an active role in the construction.

Others directly connected with this work were: F. D. Woodruff, Assistant Superintendent of Maintenance; Charles Willmott, Supervisor of Bridges and Structures; Kenneth B. Craft, Supervisor of Materials; Curtis D. Weller, Resident Bridge Engineer; John Thompson, Foreman; Frank Eckert, John B. Thomson, Harry Risley, Howard Opdyke, Stanley Endicott, Lester Johnson, Mark Endicott, Grover Wilson, Reuben Adams, Russell Collins, Virgil Reed.

Smaller Committee To Handle Affairs Of Suggestion Box

The Suggestion Committee of the Highway Department has been cut from twelve members to six by order of Commissioner Miller. Those dropped were W. Carson Davis, secretary; Harry D. Robbins, Philip L. Voss, William VanBremen, Wesley R. Bellis and Samuel E. Bullock. The members of the old committee who are being retained are Arthur J. Lichtenberg, chairman; Clifford Wear, secretary; Harry Fowler, Ralph Sherman, Dorlan Hender- son and Marvin Howell.

In reducing the size of the committee, Commissioner Miller felt that not only would it be possible to handle suggestions at a reduced cost, but that by placing more of the evaluation in the hands of the many divisions of the Department an additional saving of time would be gained in disposing of suggestions.

Pierce, Edgar E. Loveland, Robert Champion, Edward Hanksin, Foreman; Jacob Washliskie, Daniel Arneson, Howard Mitchell, Earl Erlandsen, Arthur Washburn, John Knox, Angelo Calio, John T. Carr and W. W. Hunt, Supervisors; John Rankin, Foreman; Luke Fay, Assistant Foreman; Charles Keiderling, William W. Brown, Ernest Hendrickson, Clarence Jones, Addison Bennett, William Morton, Harry Morton, John Rankin, Jr., Charles Herbert, Jack Gifford, Manuel Farrara, Horace D. Carl, Foreman; Frank Lewallen, Foreman; Dorsey Schaible, Assistant Foreman; John W. Goulding, Assistant Foreman; Oliver M. Pearce, Clifford Martin, Richard Zeigler and James A. Reed.

What Is the Five Year Plan for State Highway Construction?

This question has been asked by some of the returning veterans to the Highway Department. It is a proper question for them to ask because the plan was evolved during the war years while they were in the armed forces. The Five-Year Plan represents a conscious effort on the part of the Department to evolve a comprehensive program of highway development for the State and a program for its orderly realization. In the past building has been opportunistic and at times determined by political consideration. The results have been that the system has developed without proper balance and that needed improvements on certain sections have lagged behind. The purpose of an overall plan is to view the State as a whole and study the development of each part with reference to the whole.

In his second annual message to the 117th Legislature of New Jersey, Governor Walter E. Edge, after reviewing the critical transportation problem in New Jersey and pointing out that in the last ten years construction had fallen behind actual needs, due in part to the depression, diversion of highway revenues and to the war, he said, "I am, accordingly, recommending a five-year highway construction program to be financed by annual appropriations in conjunction with the expected \$9,400,000 to be received under the Federal Aid Highway Act annually during the next three years. With the gasoline tax revenues showing every indication of reaching an all-time peak with the resumption of peacetime traffic, I am confident an adequate highway construction program can be financed on a cash basis. I wish to make this very clear: I am unalterably opposed to a long-term bond issue to finance these highway improvements, since the interest costs alone would amount to a very large portion of the principal and each generation in normal times should meet its own obligations. By following that formula you will always have a balanced budget."

The first step in this five-year program is the construction of Route 100 east of Route 25, from the Raritan River across the industrial areas and meadows to connect with the Lincoln Tunnel and the George Washington Bridge and the building of the North-South Parkway from the George Washington Bridge to Cape May with one branch going west of New Brunswick to Trenton. For these projects Governor Edge recommended the sum of \$10,000,000 each. While the Legislature reduced these amounts to \$8,300,000 each, a total sum of \$16,600,000 was in fact appropriated for the Route 100 Freeway and the Route 4 Parkway. The contract for the first section of the Freeway has already been let and awarded. Construction will begin this month. Bids for the first section of the Parkway have been advertised and the work on the Parkway will be begun next year. Thus we shall commence this year the first two major projects of the Five-Year Plan. In the next four years it is hoped with Federal aid and the support of the State Legislature to complete an important link on both of these controlled modern access arterial roadways.

But a Five-Year Plan includes not only these two modern major highway developments, the Freeway and the Parkway, but also other important improvements in the system. Such projects as Route S-3, Route 6, the Camden Overpass, the Stickel Memorial Bridge and the widening of Route 25, to mention but a few, are included in the Five-Year Plan and have been designed to bring the whole system into balance and to carry forward this plan in an orderly and systematic way.

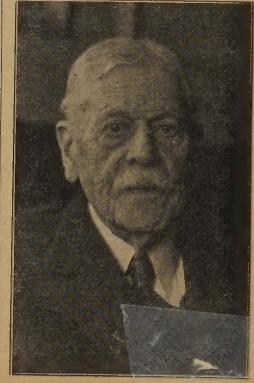
For these projects funds are not only appropriated by the State Legislature, but there is \$9,400,000 of Federal aid monies available for the next three years. With the decision on the part of the Legislature to discontinue the diversion of State Highway funds, it is hoped that in the next five years not only to embark on this great program of highway development and improvement, but to lay the foundation for a modern new highway system in New Jersey which will serve the transportation of tomorrow.

Spencer Miller, Sr.
State Highway Commissioner

Meeker Celebrates His 92nd Birthday As Usual - Working

Flowers and Congratulations Mark Occasion

His birthdays apparently mean more to fellow workers than they do to Robert Meeker, for, on September 25, which marked the 92nd anniversary of his birth, he was apparently the least concerned of all.



ROBERT MEEKER

His associates, however, refused to let the occasion pass unnoticed, for there were flowers on his desk and a whole lot of well wishing throughout the day. He took it all in stride and saw no reason for undue ceremony.

Mr. Meeker has been with the Highway Department, or its preceding agencies, for forty-six years and was the first highway engineer, a title then known as road supervisor. He played an active role in converting New Jersey's horse and wagon roads into modern motor highways and tells many interesting narratives of those days.

Mr. Meeker is in excellent health and vigor for a man who remembers in detail the Civil War. He seldom wears an overcoat, even in the coldest weather, and attributes much of his good health to the fact that he is insured to the chills of winter.

THE HIGHWAY is pleased to add its belated congratulations to this grand old man and wish him many more birthdays.

88 Will Receive Service Awards At Ten Year Dinner

Annual Gathering Set For Nov. 4th At Stacy Trent Hotel

The 16th Annual Dinner of the Ten-Year Club of the New Jersey State Highway Department will be held on the evening of Monday, November 4, at the Hotel Stacy Trent in Trenton. The time set for the affair is 6:30 p. m. Tickets have been priced at \$3.50 each and the menu for the evening will consist of a full course turkey dinner.

One of the highlights of the program will be the bestowing of service awards to those members who have completed 20 and 25 years with the Department. Thirty-seven of this group will be eligible for the gold pins symbolic of a quarter of a century's service, while 51 others will receive silver pins in recognition of their two decades of employment.

President Eugene W. Beckner announces that the entertainment committee under the direction of

(Continued on Page 2)

THE HIGHWAY

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In the interests of its Employees

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JUST FOR TODAY

WILLIAM W. PRATT

Hail the menders of the street
Sweating in the midday heat
As they mix and dump and scatter
Tons and tons of ebon matter
That is rolled from curb to curb
Till the surface is superb.

Hail these menders of the city
Who have made the highway pretty,
But who scan their job with sorrow,
Knowing well a bright tomorrow
Brings the gas and water men
Who will dig it up again.

MAINTENANCE NOTES

GENE BECKNER

Ed Hankin, veteran bridge carpenter foreman, recently celebrated his 60th birthday. From Ed's appearance and the way he goes around on the job, we would never believe it if it wasn't for his own admission. Congratulations, Ed, and here's hoping you have 70 more.

Word comes to us that **Clifford Rogers**, who was formerly employed in Assitant Foreman **Samuel Briggs'** maintenance crew, will soon be able to return to work. Cliff has been away from the job since late last year, and we will certainly be pleased to have him back on the job.

Philip L. Voss, Engineer of Permits, has finally gotten away on his vacation, seeking refuge from the deluge of entrance and opening applications that have flooded this division since last Spring.

Lloyd Yawger, of Clinton, who is employed in Foreman **George Fitzer's** institutional road crew, is seriously ill confined to a Philadelphia hospital. He has our best wishes for an early recovery.

Norm. Horner is now bowling with the team representing American Legion Post No. 93 on Wednesday nights. Just watch his smoke from now on. Thursday nights in the Highway League with this added practice. **Tony Kuhn**, his arch rival, will now really be in for it.

De Forest Ely, the victim of an unfortunate hunting accident some years ago when he lost the sight of both eyes and who has of recent years been employed in the Maintenance Sign Shop at Fernwood, is acquiring a Seeing Eye Dog. De Forest spent several weeks during September and October at the Seeing Eye Training School up at Whippiany, New Jersey, where he and his dog have undergone joint training. The acquisition of the dog will certainly be a boon to De Forest as a guide, and the boys at the Sign Shop emphasize the added protection from the Fernwood rodents which will be afforded by the presence of a dog in the shop.

A belated announcement—**Mrs. Eleanor Elston**, Maintenance File Chief, recently became a grandmother. A baby girl, Linda Suzanne, was born to her son and daughter-in-law, Mr. and Mrs. Conwell Elston. Connie, who worked in the Department's mail room some years ago during summer vacation when attending college, is now engaged in actuarial work with a Philadelphia insurance firm. Linda Suzanne is now two months old and is progressing nicely.

Gerry Cahill has been tempted to transfer his jousts with **Lady Luck** from the race track to the stock market. Here's a tip for him. Someone once asked the richest of all the Rothschilds how

NO FOOD SHORTAGE HERE



This is a close-up of a piece of piling similar to that which was eaten away from under the Route 35 bridge across the Manasquan River. The damage was caused by teredos and limnorias. The former, which is also known as a ship worm, enter the pile through a tiny hole and grow on the inside of the pile, sometimes attaining a length of two feet. They are members of the mollusk family and are distant cousins to the clam and oyster. The limnorias, however, eat the piling from the outside, producing an hourglass shape as they gnaw away the wood. These crustaceans average about an eighth of an inch in length.

organizations are endeavoring to indoctrinate their receptionists, telephone operators and secretaries, with proper telephone technique and etiquette with particular emphasis in how to report the boss's absence when he is not in the office. The story still goes the rounds at the Maintenance office about the answer given by one of the employees about 3:00 o'clock one afternoon, to wit: "The boss is down town getting a hair cut!" We heard the other day of the secretary of the president of a famous university in Ohio. She took a long distance call for him one morning when he was not in his office, and thinking it was only the university operator on the line, reported cheerfully, "I think he's gone to the john." Unfortunately, the line was open and another operator from Ohio to Pasadena, Cal., heard her, not to mention the university trustee who had made the call. Solicitous operators all over the country spent the rest of the day inquiring sweetly, "Has the president returned to his office yet?"

Congratulations to **Mr. and Mrs. Willard J. Mealy**. Willard, popular maintenance foreman in charge of special assignments was married on Saturday, October 5th, to Miss Nina Collins, of Washington, D. C. The ceremony took place at Silver Springs, Maryland. After a brief honeymoon, the couple will reside at 1887 Pennington Road, Ewing Township. We are pleased to welcome Mrs. Mealy to our local community, and extend our good wishes for a long and happy married life.

Florence Millerick, of the Trenton Office, recently enjoyed a motor trip through the New England States, and was glowing in her admiration for the land of the "bean and the cod."

Several enterprising New York

organizations are endeavoring to indoctrinate their receptionists, telephone operators and secretaries, with proper telephone technique and etiquette with particular emphasis in how to report the boss's absence when he is not in the office. The story still goes the rounds at the Maintenance office about the answer given by one of the employees about 3:00 o'clock one afternoon, to wit: "The boss is down town getting a hair cut!" We heard the other day of the secretary of the president of a famous university in Ohio. She took a long distance call for him one morning when he was not in his office, and thinking it was only the university operator on the line, reported cheerfully, "I think he's gone to the john." Unfortunately, the line was open and another operator from Ohio to Pasadena, Cal., heard her, not to mention the university trustee who had made the call. Solicitous operators all over the country spent the rest of the day inquiring sweetly, "Has the president returned to his office yet?"

We have just learned of the death of **Joseph Barwick**, an employee in the Southern District who worked for Foreman **Lacy Croxton** an Assistant Foreman **Blair Chew**. The death of Mr. Barwick, who has been employed by the Department since July 9th, 1945, came after a very short illness, and was a shock to his associates. To his survivors we extend every sympathy.

George Valla, who works for Landscape Foreman **Jeff Johnson**, is still confined to his home ill. Here's hoping for his early recovery.

Many Thanks, Reverend

The following letter was recently received by Commissioner Miller. It was written by the Rev. Robert W. Schumm, pastor of the First Methodist Church of Decatur, Illinois, upon the completion of an extensive tour.

October 2, 1946

Highway Commission

Trenton, N. J.

Gentlemen:

In the late summer I traveled fourteen states with a party. At the conclusion of our trip we voted your state as having the best marked highways. The decision of our group was unanimous which means that in our thinking your highway markings far exceeded any of the other states traveled.

I thought that you might be interested in this information. Also we want to thank you for the part you played in making our trip pleasant.

Sincerely yours,

ROBERT W. SCHUMM

W. H. Letts Killed By 'Empty' Gun

Accident Occurred in Home

William H. Letts, 27, son of Jonas Letts of Foreman George Behn's Maintenance crew, was killed in a shooting accident last month.

Letts, who was discharged from the Army in June, had started in the garage business after leaving the service. At the time of the accident, he and a friend, Robert Jellison, had gone to Letts' home for lunch. It was here that the latter produced a gun for Jellison's inspection. Under the impression that the gun was not loaded, Jellison snapped the trigger several times. The last time the gun went off, Letts fell to the floor mortally wounded.

Jonas Letts, the father, has been employed by the State Highway Department since October 10, 1930. He is a member of the Ten-Year Club and resides at 192 Second Street, Keypoint.

THE HIGHWAY wishes to express to Mr. and Mrs. Letts sincere sympathy on behalf of all Highway employees.

88 Will Receive Service Awards

(Continued from Page 1)

Flavin A. Irton has booked a first class floor show for the occasion and that the advance sale of tickets forecasts a large attendance. Among the guests of honor who have given assurances of being present are State Highway Commissioner Spencer Miller, Jr., State Highway Engineer Charles M. Noble, Executive Assistant Col. Alexander Gray, Superintendent of Equipment Frank C. Young, and Mr. Eugene V. Connett.

The following employees will receive gold pins as the result of completing 25 years of service with the department:

Watson Barber

Frederick Brooks

Leon Campbell

Charles Carlisle

George D. Cubberley

P. L. Davison

William M. Dix

Edward S. Downs

James H. Driscoll

Ralph B. Evans

Reuben Garrettson

George Grant

A. R. Griffith

William R. Hancock

Dewitt S. Herbert

Frank W. Higgins

Henry J. Johnson

Charles Jones

Herman N. Kramer

William Lawlor

Phillip Logan

Anthony Marino

Elgin R. Mayer

Edward J. McCordell

M. P. McDole

Ephraim Phillips

Richard Raab

Edward H. Ristow

Hobart C. Shreve

William Smith

Raymond Snedeker

Fred S. Sprengel

Raymond Tantum

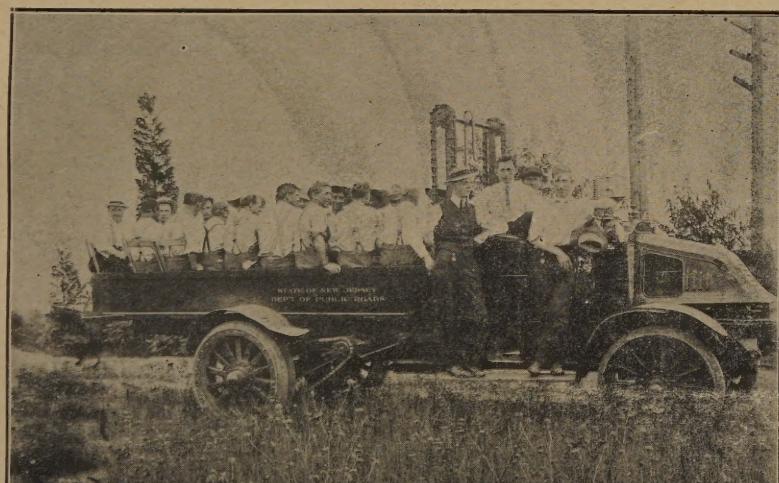
John Thomson

Jackson R. Uhler

George H. Ward

Abram E. Watov

BACK IN THE GOOD OLD DAYS



Only a few Highway employees were building roads and many more were yet unborn when this photo showing an early solid tired truck with its load of prison labor was taken. The date was 1913 and in those days the "State of New Jersey's Department of Public Roads" built many a mile of roadway with convicts. All those in the picture are not inmates as a closer look will disclose. At the extreme rear of the truck is the late Matt Hayes, a prison keeper. On the running board, with hat in hand, is John Carr, Maintenance Supervisor, while the young man seated next to him is Edward E. Reed, Supervisor of State Aid Projects. The third one of this group is Bob Exton, a clerk in charge of equipment, who left the Department years ago.

The truck is a Kelly-Springfield and was the first owned by the Department of Public Roads. The picture was taken at Rocky Hill.



The
COMMUNITY CHEST
is counting on every
man and woman to
do their part.

Don't let them down!

LABORATORY LINES

PEG BEATTY

We would like to extend our sympathy to **Abe Watoy**, whose mother passed away on September 15th at her home in Trenton.

Mr. and Mrs. Jack Carpenter and daughter made the Shrine Pilgrimage to San Francisco, starting on the 12th of July and arriving home on August 3rd. Stops were made for sight-seeing tours at Chicago, Omaha, Denver, Salt Lake City, Yellow Stone Park and Portland on the way out, and Los Angeles, Barstow, Needles, Grand Canyon, Gallup, Albuquerque, Las Vegas, Colorado Springs, Newton, Kansas City and St. Louis were visited on the return trip. In Los Angeles, Jack visited with a soldier buddy of World War I. A wonderful trip was enjoyed by all.

Hearty welcomes are extended to four ex-service men who recently joined the forces of the Highway Laboratory. They are **Winfred Allen** of Trenton, **George Hutchinson** of Jamesburg, **William Stam** of Trenton, all of whom saw service in the Army, and **Edward F. Fleming** of Trenton, a former navy man.

John Henry, an inveterate American League fan, found it difficult to place modest wagers on the recent World Series. John did succeed, however, in taking over a couple of the boys.

Gladys Carlson is establishing a real reputation as a fisherman. Throughout the summer she has presented her friends with concrete evidence of her skill as an angler, a generosity which is deeply appreciated during the meat shortage.

Walter Johnson is the proud owner of a brand new Pontiac, which the girls at the Laboratory have offered to christen and break in for him. Walter must feel that there is a chance they will also break up the new car, for he is adamant in his refusal to allow the fair sex to do more than look at it.

Russell Sigafoos and his wife were recent vacationers at Atlantic City.

ELECTRICAL FLASHES

JOHN KILPATRICK

Bill Rasmussen and his family spent their vacation in Portland, Maine, visiting old friends. This was their first trip to Bill's native state since 1928.

Alfred Wright and **Norman Lewis** had a very enjoyable time at the American Legion Convention held in Cape May recently.

We wish to welcome to the Electrical family **George Astbury**, **Eugene Farley**, **Victor Forcina**, **Daniel Procaccino** and **Charles Smith**, Electrical Mechanics, Grade II, and **James Henry**, Electrical Draftsman.

John Krol has been elected commander of Holy Cross Chapter, Catholic War Veterans.

Dan Procaccino surely rates an item in this column. Dan is the proud father of twin girls, born October 3. Mother and the girls are doing fine.

Buddy Royson is now a Trenton resident, having moved to 1520 Prospect Street.

Jerry Iannaccone, Bridge Mechanic Grade II in the Northern District, is another proud papa. A son, Jerry, was born to the Iannaccone's the middle of September.

Harry Cornell, Bridge Operator, Grade III, at the Rt. 37 Island Heights Bridge, has returned to work after a leave of absence to bring his family from California. In a letter to Edward Downs, his Supervisor, Harry outlines some of the difficulties of transcontinental travel. He left California on September 17th with the family "in the old jalopy," plus a trailer. "I broke down twice in the Sierras-then again in the Rockies. Day before yesterday the trailer



This shows a general view of the State Highway exhibit at the recent New Jersey State Fair at Trenton. It was displayed in the New Jersey Building where departments and agencies of the State government annually set up colorful exhibits of their work.

Highway Exhibit Attracts Many at N. J. State Fair

The State Highway exhibit at the New Jersey State Fair drew large crowds during the week of September 23 to 29. The exhibit featured a model of the Blue Star Drive, standard signs reflecting curb, modern concrete slab joint assembly, and a traffic actuated stop light.

This latter feature was capable of demonstrating throughout the week by Abram Bates of the Electrical Division, who explained to thousands of visitors the many advantages of the "normally green" signal, as well as the intricacies of its mechanism. A small metal car suspended by a chain actuated the signal during these demonstrations.

The exhibit was set up by the following men from the Landscape and Electrical Divisions: George Goldy, Abram Bates, Thomas Borden, Louis Universgt, Walter Schuetz, Armand Innocenzi, George Walters, John Lloyd, George Daube, Patrick Halloran, Harry Manning, Anthony Russo and Harry Kulesky. Assisting in cutting and transporting foliage were men from the crews of Foremen John Grant and Arthur Van Bentuysen.

It is estimated that 50,000 people saw the exhibit during the week. Due to good weather and the fact that this was the first postwar fair, a large turnout was encountered every day.

Hurley to Head Mercer Council

Charles A. Hurley, Assistant Chief Auditor, was elected president of Mercer Council of the N. J. Civil Service Association at the annual meeting of that organization on October 10th. Mr. Hurley has for many years been active in civil service affairs, having served as a trustee and as vice president in recent years. Other State Highway employees elected to office were Fred M. Quinn of the Bureau of Planning and Economics, and John Gleekman of the Equipment Division. Both were named to the Board of Trustees for second terms.

hitch broke and we nearly lost everything. Yesterday I was down to my last tire for the car and trailer. As I write tonight (from North Platte, Neb.) the trailer wheels are as bare as old Mother Hubbard's cupboard, and the clutch in the car is shot." We think we'll stick to New Jersey with our jalopy.

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Roger Coupe's sense of humor prompted him to ask the prop of a music store, and a real music lover, for a copy of a Brahms' sonata in boogie-woogie. And by the way, Roger has been loaned out again. How popular that man is!

Herb Englishman was recently named to the Board of Council and Advisory Committee of the Scout organization in Boonton. This after serving as an honorary cub scout for some time.

STATE HIGHWAY FAIR EXHIBIT

CONSTRUCTION COMMENTS

FRED C. CLAUS

TRENTON

Alex Cohen

The last week-end in September found the Jersey Sard Trappe celebrating their 15th annual outing in the Poconos at Pocono Manor, Golf, naturally, was the big order of events, but many enjoyable hours were spent in relaxation and reminiscence. Those of the Department attending were Messrs. Brayborn, Claus, Gerard, Giffin, Koons, MacDougal, Osborne, Pfister, and Voorhees.

WOODLYNNE

Bill Hurley

John Gerecke contends he was quoted wrong on food and fuel prices in Canada in the last issue of THE HIGHWAY. The 4/5 gal. and 4/5 qt. pertains to selling liquor and wine in the U. S., whereas in Canada the measure is 5/4 gal. and 5/4 qt., otherwise known as the Imperial gallon or quart. Sorry, John.

Since the Airport Circle construction has been finished, Frank Shoemaker may be seen sprinting around this office daily with a final estimate in his hand and a calculator under his arm.

Civilian George Edwards' survey party now consists of 1st Lts. Philpot and Rees and Sergeant Morrissey. Although George has procured some khaki clothes to blend in with the party, he still lacks a rank-so we are giving him an honorary PFC.

Walt Reeves recently journeyed to Hot Springs, Ark., to visit a buddy of World War I.

Frank Shoemaker has been placed in charge of construction as Resident Engineer on Rt. 44 in Westville.

UPPER MONTCLAIR

Frank Spagnola

A bit of news to skip or peruse, Just some of the little things; Not very much of this, that, or such, But it's worth any smile that it brings.

Through the column we say hello to our field men whom we seldom see: Tony Marino and his crew on Route 6, Section 22-A; and to Sid Neville and his men out Rutherford way.

Roger Coupe's sense of humor prompted him to ask the prop of a music store, and a real music lover, for a copy of a Brahms' sonata in boogie-woogie. And by the way, Roger has been loaned out again. How popular that man is!

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Administration Division

ARTHUR EGAN

Mr. Charles A. Hurley, long a member and officer of Mercer Council Civil Service Association, has been honored with the presidency of the council. We congratulate him on being chosen as leader of the Civil Service Employees of Mercer County and wish him a successful regime.

While visiting with friends, Mrs. Marvin L. Howell had the misfortune to slip on some wet grass and injure her ankle. At first diagnosed as a bad sprain, X-Ray pictures revealed four fractures of the ankle. We are glad to report that Mrs. Howell is recovering satisfactorily and will shortly return to her home from McKinley Hospital.

Earl Thatcher, formerly of the Cost Department, visited the office recently. He is currently employed at Bound Brook. Earl possesses a very sharp wit and it is always interesting to listen to him banter with the boys.

Bill Wildblood has received delivery of a 1946 Chevrolet and is breaking it in by taking a trip to Chicago. He and Mrs. Wildblood will visit their daughter and son-in-law in the Windy City. We hope the new car percolates as well as his previous car did on a recent trip.

Harold Rice, Cy Card and Harold Jemison have joined the Eye Glass Club. Considering the volume of close work the boys do with figures, it is a remarkable feat for them to go so long without the aid of glasses.

Among the members of the Highway Department who attended the Business Show in Grand Central Place, New York, were Charles A. Hurley, Edward Dunn, Paul Crammer, Elgin Mayer, Arthur Egan and Irving Schmidt. The exposition produced many new ideas and features to aid the problems of business.

The Administration Division is not represented by a bowling team this year, but many members of last year's team are rolling with the Maintenance Division Team. Frank Dunn rolled a 257 game to finish third highest bowler in Mercer County for that week. It is rumored that Manager Jim Walter has a soothing potion to quiet Norm Horner's nerves before each game. The team members include Frank Dunn, Frank Matzer, Gene Beckner, Charley Ahr, Warren Oldham, Tony Crea, Norm Horner and Jim Walter.

Commuting from North Jersey may seem like a hardship sometimes, but there are other times when it has its compensations. From a couple of commuting friends we hear that, at this time of the year all along the way to Trenton, the countryside, seen from a train window, is a gorgeous shifting, ever-changing display of colors, featuring flaming reds, golden yellows, and all shades of brown and green. It is really worth seeing.

File Room news: "The Travels of Ristow" resounded throughout the Department as Eddie and his clan went motor-eying recently through the plains of Jersey, the mountains of New England, and the fruitful valleys of the Canadian shores. With awe-stricken attention, we smacked our palates as Ed told of his devouring ambrosial meat platters at depression-day prices. Knowing Ed's Gargantuan appetite, we have not noticed any change in his avoritudois . . . hm . . . we wonder.

CHATTER: Len Leighton is studying Russian. We don't know why. Grove Wheeler back on the job after a two-weeks' vacation . . . Frank LaComchie, who finally obtained possession of his newly purchased house, spent his vacation refurbishing it-fixing it up, that is . . . John Burns of Bill Wildblood's office, after being buttonholed by a stranger and listening to a tale of woe, discovered that the stranger had cleverly lifted his wallet. John reported the incident to the police who apprehended the thief, but John's dough had vanished. Moral: Never talk to strangers.

SOME FISH



The Flemington Office wants us to know that when they go fishing they land the big ones. In the above photo, Wilford Watson proudly exhibits what seems to be the largest croaker ever taken on hook and line. Closer observation will reveal, however, that it is just a trick of the camera, for the fish was actually hanging from a line well in front of Watson, who looks as if he knew he would never get away with this.

Machine Shop Tops Bowling League

Stevens and Kucker Set Pace With Average of 177

After five weeks of close competition, Bob Ettenger's Machine Shop team is enjoying a slim one-game lead over Joe Buvil's Fernwood Guards in the State Highway Bowling League. In third place, just a step behind the leaders is Electrical, captained by Frank Walsh and the White Line crew of Jim Bruthers.

High 3-game totals posted to date include Machine Shop's 2530, Fernwood Guards' 2518 and 2492 recorded by Equipment. In high single games Machine Shop again shows the way with 928 followed by Equipment with 868 and the Fernwood GIs with 860.

Individual honors for three games are held by Mark Stevens of Equipment with 597; Chris Kucker of Machine Shop with 574, and Pete Tuozolo with 572. High single games to date are Frank Dunn's 257, Steven's 236, and Tim Brennan's 225.

The league's monthly award of a new bowling ball was won by Andy Zalescik of the Fernwood GI team.

Teams composed of State Highway Department employees in other sections of the State are invited to challenge a team picked from the league to a home and home series of games. Communications should be addressed to Chris Kucker at the Laboratory, Trenton.

League Standing

	WON	LOST
Machine Shop	12	3
Fernwood Guards	11	4
Electrical	9	6
White Line	9	6
Equipment	6	9
Maintenance	6	9
Fernwood GIs	6	9
Fernwood Office	6	9
Inspection	5	10
Maint. Painters	3	12

Individual Averages

M. Stevens, Equip.	177
C. Kucker, Mach. Shop	177
F. Dunn, Maint.	175
P. Tuozolo, Elec.	174
J. Radice, Elec.	168
A. Innocenzi, Elec.	167
E. Clugston, Equip.	166
T. Brennan, Equip.	165
I. Van Sant, Wh. Line	165
A. Crea, Equip.	165

REAL ESTATE REPORTS

MORRIS BALBRESKY

In this corner, friends, we have the contender for this month's "spotlight." From Trenton, N. J., wearing a bright smile and weighing 130 lbs., we present Edward H. Drake, Assistant Title Officer.

Born in Trenton on the 6th day of December, 1901, "Eddie" received his schooling in his native city, graduating from Rider College.

Ed came to the Department on May 24, 1920, as a clerk-stenographer, and has worked his way up from the ranks to his present position. Having an intimate knowledge of all matters pertaining to title questions, his work consists, in part, of seeing that all properties purchased by this Department have good marketable title before making payment, thus insuring the Department that they are getting what they are paying for.

He resides with his wife and son in Trenton, and besides his hobby of woodworking, he is the Secretary of the Ten-Year Club.

Fred Vollmer is spending his vacation at Lake Placid, and reports that in order to reach his destination he had to travel thru snow. Looks like winter is here.

Ann Manion celebrated her 6th wedding anniversary on the 12th of October.

NO STEAKS BUT A SWELL EVENING



Record Turnout Attends Annual Bridge Division Dinner-Dance

Hefferman Named to Presidency — Members' Wives Guests of Affair

The Annual meeting of the Bridge Division Club was held in the form of a dinner-dance at the Cranbury Inn, Cranbury, on October 8. Thirty couples attended comprising the field and office staffs and their wives or guests.

Sven Hedin, retiring president, acted as master of ceremonies and paid tribute to his colleagues for their efforts in behalf of club interests.

Jack Sheenan, Wilbur Spencer, John F. Evans and George A. Hefferman made up the group.

Dancing followed with Charlie Brennen's orchestra furnishing the music. John Patrick, in charge of detail arrangements, did a splendid job.

EQUIPMENT ITEMS

JAMES O'ROURKE

Ed (Red) Johnson of the Toms River Garage believes in safety first. Recently, while fishing with co-worker **Ed Miller**, he was about to hoist anchor and move when the motor refused to start. Red, noticing a puff of white smoke, grabbed a life preserver and prepared to go overboard when he discovered that they were on a sand bar in about three feet of water and also that the smoke had come from Miller's cigar. Just to be on the safe side, however, Red kept the life preserver on until they reached dock.

Another who has lost some of his zest for fishing is **Merton Lawrence** who took some relatives out on Barnegat Bay in an outboard job. They had fished but a short time when an approaching storm made Lawrence decide to go ashore. When the motor refused to start, he had to throw out the anchor and pull ahead a short ways. By repeating the performance indefinitely, he eventually reached safety with badly blistered hands, but—no fish.

Sympathies of Fernwood are extended to **Frank Ferry**, whose father passed away on September 18th at his home in Bordentown, and also to **Joe and Les Misur** upon the death of their father. Mr. Misur passed away at his home in Trenton after a long illness.

George Kutch of Fernwood has purchased a brand new home for himself in the Kuser Road section of Trenton.

Ed Miller of Toms River Garage, who returned to work for a few weeks after being operated upon, has suffered another relapse and has been forced to remain at home again under doctor's orders.

Pat Fleming, of the Newark Garage, has joined the summer colony at Ortley Beach, having purchased a new bungalow.

Wedding bells rang out on Tuesday, October 1st, for **Dan McDonald**, Equipment Operator, who was married at a Nuptial Mass in St. Joseph's Church on Wednesday, October 2nd.



BUGS will be our subject this month. We wonder how many of you are familiar with the famous walking bug problem. It's quite a brain teaser.



HAVE YOU SEEN THIS ONE?

THE BUG is inside a box at "A," five inches in and one inch up from the bottom. He wants to get to "B," five inches in and one inch down from the top, still inside, of course.

THIS WALKING BUG cannot fly, so what is the shortest route, and how far will he have to travel from "A" to "B"? We'll print the solution next month, and it isn't 30 inches.

BY THIS TIME you must know that the above subject matter has a tie—in with the Suggestion Plan, and your job for that matter.

ALL JOBS HAVE BUGS. They are the things that prevent smooth running. They slow down design and construction. These gremlins complicate our work and make us jump unnecessary hurdles every day. It is perhaps not realized that we, as the average employee, have the best chance of breaking these bottlenecks. Most of the "bugs" may be eliminated by a little observation and study followed by a suggestion or plan for their elimination.

ANY EMPLOYEE doing a specific job over any period of time is in the best position to know how an operation relating to his work and perhaps others may be simplified. A little thought may indicate how time and money may be saved, how materials may be used more effectively, and how safety, efficiency and morale may be promoted.

THE SUGGESTION COMMITTEE will welcome your ideas and constructive thoughts and will evaluate them in terms of worth to the Department. Think them out carefully, write them down completely, and send them to the Suggestion Box, State House Annex, Trenton.

Miss Jeanette Quinty. After a honeymoon through the New England states and Canada, the newlyweds will reside in Trenton.

Jack Rochford got out the Tuxedo once again when he gave his daughter, Miriam, in marriage to Edward Hoffman, of Trenton, at a Nuptial Mass in St. Joseph's Church on Wednesday, October 2nd.

PLANNING and ECONOMICS

NEWARK

Joseph Natale

Tuesday, October 1st, was a cold day and the stiff westerly breeze which swept across the Delaware did not add to the comfort of the ladies stationed along Sanhican Drive conducting our latest "whence, whither and why" survey (Origin and Destination to you). Reaction of the public to our little quiz program and results to date are quite gratifying. Fourteen stations in all will be operated in the Trenton area, each for a sixteen-hour period starting at 6 a. m. and ending at 10 p. m. Two field parties have been assigned to do the interviewing. The morning shift is headed by **John Christiano**, while the afternoon crew is under **Eddie Strack**. The following men have worked or still are working as interviewers and recorders: **Jack Taylor**, **Dick Hyle**, **Charley Hurley, Jr.**, **Johnny Armitage**, **Chas. Cinfrani**, **Bob Lee**, **Fred Fleming**, **Gene Hoerth**, **Bill Henderson**, **Ed D'Ancona**, **L. W. Selb** and **Fred Quinn**. **Jim Schubler** was assigned the task of planning the operations and will handle the analysis, while your reporter is acting as liaison between field parties and office.

Trenton must be quite an unhealthful place in which to live if we may judge from the number of drivers who are stopped on our O & D survey and claim they must rush some occupant of the car to a doctor. The payoff is the discovery that the so called invalid between field parties and office.

Wonder if we'll ever see the beautiful lady again who scooted thru our line remarking as she passed, "Are you kidding?" only to be caught in the same line within the hour. She didn't "scoot" the second time, however. The difference? We had a genuine traffic officer for this occasion.

Mr. and Mrs. John Annucci recently returned from a tour of New York and New England. According to Johnny, people up that way have given up the custom of eating breakfast, which must have been quite an ordeal for the ever hungry Johnny.

Jack (Shorty) Meyer, back from vacationing at Miami Beach, Florida, looked fit as a fiddle and ready for a "long stretch" of hard work. Wonder how he knows he is going to get it before this ink is dry?

Juan Delgado is with us again after a short illness. We sincerely hope there are no relapses for our own sake as well as Juan's, since no one seems to care for that transportation manager's job.

We haven't heard very much out of **Tony Amabile** recently. Knowing Tony as we do, we're sure his trouble is only with the feathered variety of chickens.

Ran into **Joe Severn** recently in Trenton. Joe looks remarkably well fed. Ever hear of "bien jolie," Joe?

TRENTON

Fred Quinn

After several years of service with the Department, **Irv Moore** has resigned to take a position as manager of a Trenton Theatre. Good luck, Irv.

The Trenton O & D Survey has brought together many of our field men from various parts of the state who, in the ordinary course of events, never would have had the opportunity to be acquainted.

The question of the month is "Where is Selb's expense check?" A mystery?

Joe Severn is now the proud owner of a home in suburban Burlington. Lucky Joe found the house vacant. But oh, his aching back, he is now having trouble getting material and labor for needed alterations.

For those who are planning to build their own homes, we recommend **Ed Engelman** for sound construction advice. After building two homes by himself, we find Ed well qualified.